rites of the Namputiris. Their rites and their orthodox life would be gravely affected if the existing rules of succession and family management were altered. The limitations imposed by the existing rules of law were not of recent origin but had been in existence ever since the inception of the Namputiri community. The ancients were quite aware of those limitations, but they did not think it 'expedient' to do away with the rules, inasmuch as they had the sanction of the *Vedas* and the *Smritis*. It was, therefore, the duty of the Government to see not only that the ancient rules of law were not altered, but also to see that the Namputiris observed them. The member therefore prayed that the Namputiri Bill be rejected.

The author of the Bill might say that he had the sanction of the *Yogakshema Sabha*. That did not, however, mean that it had the approval of the whole Namputiri community. Many other associations had decided that it was not necessary. Even in the *Yogakshema Sabha*, many liberal-minded Namputiris held the view that the bill was very unsatisfactory and contained many defects.

DEWAN'S REPLY : Your representation is noted.

27. Licenses for Motor Vehicles.

MR. E. T. C. FARR (*Member, South Travancore Planters' Association*) represented that the proposal for the decentralisation of power in the matter of issuing licenses for motor vehicles to be made by other planting members was not likely to be of any benefit to the members of his association. The estates in which his association was interested were widely scattered and Trivandrum was the most convenient centre from which to obtain licenses.

He next spoke about the delay in issuing licenses. Delay occurred only when payment of license fee was made by cheques. Under the rules for the issue of licenses, "fees may either be paid in cash to the Commissioner of Police or may be remitted into any Sirkar Treasury and the Treasury receipt sent to the Commissioner of Police." The members of his association made payments by cheques in exercise of the privilege conferred on them by the Government in paying Government dues by cheques and in such cases there was delay. In reply to a reference made to the Comissioner of Police on the subject, he had stated that, though cheque payments were allowed, Article 11 of the Account Code laid down that "until a cheque has been cleared, the Government cannot admit that payment has been received and consequently final receipts will not be granted when a cheque is tendered." Until therefore the final receipt was given, he could not issue the license. He had to send the cheques received by him to the Treasury for clearance and wait for the *chellans* on receipt of which alone he could issue the licenses. The clearance of a cheque generally took two months or even longer. But the planters living in places far away from Treasuries, Post Offices and Anchal Offices found it difficult to make payments otherwise than by cheques. The member therefore prayed that arrangements might be made for dealing with cheques more expeditiously.

DEWAN'S REPLY : Mr. Farr, I will advise you to send your cheques through your banks who will initial them in token of the money being available. Upon receipt of the cheques thus attested, the Commissioner of Police will order the issue of the license immediately.

MR. FARR : Thank you, Sir.

28. Licenses for Motor Vehicles.

MR. A. J. WRIGHT (*Member, Kannan Devan Planters' Association*) said that it was his object to draw the attention of the Government to the representation made on the same subject at the previous session. But, since notifying the subject for representation, he had come to know that action was being taken on the subject. He, therefore, referred only to an additional point that was left out last year, *viz.*, in regard to the delay in the renewal of driving licenses. When a license was sent to Trivandrum for renewal, the licensee had perforce to be without it for a period of

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ten to fourteen days. During that period, the holder of the license had to transgress the Motor Vehicles Regulation in that he had to drive without a license. Although it would not be difficult to explain the position to the Travancore Police, it was not so easy to convince the British Police of the situation if trouble arose in their territory during that period The member therefore prayed that some arrangements be made to remove this difficulty at a very early date.

DEWAN'S REPLY: Mr. Wright, I shall ask the Commissioner of Police, in due course, to consider whether he can propose a working arrangement whereby he will immediately be able to issue a license upon an application signed by your General Manager and by a duly qualified mechanical engineer.

29. Renewal of Gun and Motor Licenses by Local Authorties.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the existing method of renewal of licenses both for the possession of firearms and the driving of motor vehicles was not as convenient as it ought to be. The holder of a license had to send it to the headquarters of the head of the department responsible for the issue of the license, situated far away, while there was a local authority who was in close touch with the holders of the licenses and who could very well be entrusted with the duty of renewing the licenses. The local Tahsildar or Magistrate personally knew the license-holders and was more approachable than the officer at headquarters. He was also under the control of the departmental head, so that, if he was entrusted with the duty of renewing the licenses, he would considerably reduce the pressure of work at headquarters, while, at the same time, he could also be very easily checked by the heads of the departments concerned. The member requested that his proposal be given the consideration that it deserved.

DEWAN'S REPLY: Mr. Mc Mullin, I am afraid it will not be possible to entrust the granting of licenses for arms to Tahsildars. It is a matter upon which we have got to exercise a strict control and to be effective it has to be centralised and it cannot be decentralised as that will not ensure consistency.

In regard to other licenses, I am afraid there is no solution for this matter as things stand at present.

30. Suggestions for the licensing of Bullock-carts.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the apparent lack of control over bullock-cart traffic was a source of menace to the increased motor traffic made possible by the excellent condition of roads in the State. Under the rules, motor vehicles should be licensed and their identifying numbers displayed conspicuously. The drivers also should take licenses. Those rules rendered it possible to control the irregularities committed in respect of motor vehicles. The drivers of motor vehicles being educated were more easy of control than the drivers of bullock-carts. The latter were ignorant peasants who were not alive to the sense of risk that they might run by ignoring the rules of the road. No license was necessary for bullock-carts so that any one who could purchase a cart and bullocks could with impunity obstruct the roads and be a source of danger to the public without any fear of being checked. In urging the need, therefore, for licensing bullock-carts, the member said that it was not his desire to suggest any imposition and hardship on the poor owners of the bullock-carts. But the institution of a method of licensing them would cause a more comfortable condition to the users of the roads besides ensuring a control over them and inculcating in them the necessity for the observance of the rules of the road intended for the safety of the road passengers.

Another advantage of the institution of the system of licensing bullock-carts was that the revenue derived thereby, though not excessive, might be utilised for the maintenance of the roads. That revenue might also help towards the reduction of the many tolls which hampered motor traffic. The cart owners themselves would be benefited in that the license fee levied from them was not likely to approach the amount of tolls levied.

While on the subject of tolls, the member referred to the movement that was already afoot in British India for doing away with the tolls and instituting a Road Fund instead, at least, so far as motor vehicles were concerned; and he suggested that it would set to the rest of India a most progressive and up-to-date example, if Travancore took the lead in that enlightened policy.

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